

AGENDA

DEPARTMENT OF TRANSPORTATION

TRANSPORTATION and NATURAL RESOURCES COMMITTEE STATE ADMINISTRATIVE BOARD

T&NR Meeting: May 10, 2006 – Lake Superior Room,
1st Floor, Michigan Library and Historical Center, 3:30 PM
State Administrative Board Meeting: May 16, 2006 – Lake Ontario Room,
3rd Floor, Michigan Library and Historical Center, 11:00 AM

CONTRACTS

1. HIGHWAYS (Real Estate) – Resolution “A” (Sale to Abutting Owner)
Tract 914, Control Section 44061, Parcel 311A, Part A, Parcel 312, Part A

The subject tract is located in the township of Burnside, Lapeer County, Michigan, and contains approximately 0.87 acres. The tract is undersized and will not qualify for individual use. The highest and best use is assemblage with the abutting land. The tract was appraised by R. Michael Smith, Property Manager, Bay Region, on December 1, 2005, at \$450. The appraised tract was approved for sale by Patrick Scarlett, Supervisor, Excess Property Unit, Project Development Section, Real Estate Support Area, on January 18, 2006, for the amount of \$450. The sole abutting owner, Larry Kohler, has submitted an Application to Purchase and Agreement of Sale and a check in the amount of \$450, which represents payment in full. The tract was offered to the local municipalities prior to being offered to the public per procedural requirements. The property has been declared excess by the Bureau of Highways – Development.

\$450

Purpose/Business Case: The purpose of excess property sale or exchange contracts is to dispose of state-owned excess property by sale to state agencies, local units of governments, or private parties. The sale or exchange of excess property for other state-needed real estate interests returns revenue to the state or minimizes capital outlay.

Benefit: MDOT benefits by reducing the inventory of state-owned property and generating revenue or receiving other benefit.

Funding Source: N/A - revenue generating.

Commitment Level: Excess property is appraised to determine fair market value. The sale price or exchange value is based on that appraised value.

Risk Assessment: If excess property is not sold or exchanged, the amount of state revenue will be reduced.

Cost Reduction: The state does not accept less than appraised value.

Selection: N/A.

New Project Identification: N/A.

Zip Code: 48416.

2. HIGHWAYS (Real Estate) – Resolution “B” (Excess Exchange)
Tract 973, Control Section 31012, Parcel 1A, Part C

The subject tract is located in the township of Adams, Houghton County, Michigan, and contains approximately 4.41 acres. The tract was appraised by Steven Douglas, Superior Region Real Estate Agent, on September 20, 2005, at \$4,400. The appraised tract was approved for sale by Mark Jordan, Manager, Project Development Section, Real Estate Support Area, on April 13, 2006, for the amount of \$4,400. MDOT is acquiring property from Hi Standard Products, Inc., for the M-26 relocation project in Adams Township, Houghton County. The property is located in the township of Adams, Houghton County, Michigan, and contains approximately 5.82 acres. The property was appraised by Cherry James, Property Analyst, Project Delivery Section, Real Estate Support Area, on July 20, 2005, at \$16,000 and reviewed by Steven Douglas, Superior Region Real Estate Agent, on August 3, 2005, at the amount of \$16,000. During negotiations, Hi Standard Products, Inc., expressed an interest in acquiring MDOT excess property in addition to its compensation of \$16,000. An administrative settlement was reached for the amount of \$20,400, which includes compensation of \$16,000 and the sale of the subject excess tract for \$4,400. The transaction was approved for exchange by Mark Jordan, Manager, Project Development Section, Real Estate Support Area, on April 13, 2006. The tract was not offered to the local municipalities because it is part of an exchange. The property has been declared excess by the Bureau of Highways – Development.

\$4,400

Purpose/Business Case: The purpose of excess property sale or exchange contracts is to dispose of state-owned excess property by sale to state agencies, local units of governments, or private parties. The sale or exchange of excess property for other state-needed real estate interests returns revenue to the state or minimizes capital outlay.

Benefit: MDOT benefits by reducing the inventory of state-owned property and generating revenue or receiving other benefit.

Funding Source: N/A - revenue generating.

Commitment Level: Excess property is appraised to determine fair market value. The sale price or exchange value is based on that appraised value.

Risk Assessment: If excess property is not sold or exchanged, the amount of state revenue will be reduced.

Cost Reduction: The state does not accept less than appraised value.

Selection: N/A.

New Project Identification: N/A.

Zip Code: 49905.

3. HIGHWAYS (Real Estate) – Resolution “C” (Sale to Abutting Owner)
Tract 911, Control Section 57013, Parcel 51, Part B

The subject tract is located in the township of Forest, Missaukee County, Michigan, and contains approximately 1.30 acres. The tract is undersized and will not qualify for individual use. The highest and best use is assemblage with the abutting land. The tract was appraised by Janet Hartford, North Region Property Analyst on January 21, 2006, at \$1,360. The appraised tract was approved for sale by Craig Delaney, North Region Real Estate Agent, on January 28, 2006, for the amount of \$1,360. The sole abutting owner, Paul Foster, has submitted an application to purchase and agreement of sale and a check in the amount of \$1,360, which represents payment in full. The tract was not offered to the local municipalities because the vested right of access to a public highway over the property resides with the adjoining owner. The property has been declared excess by the Bureau of Highways – Development.

\$1,360

Purpose/Business Case: The purpose of excess property sale or exchange contracts is to dispose of state-owned excess property by sale to state agencies, local units of governments, or private parties. The sale or exchange of excess property for other state-needed real estate interests returns revenue to the state or minimizes capital outlay.

Benefit: MDOT benefits by reducing the inventory of state-owned property and generating revenue or receiving other benefit.

Funding Source: N/A - revenue generating.

Commitment Level: Excess property is appraised to determine fair market value. The sale price or exchange value is based on that appraised value.

Risk Assessment: If excess property is not sold or exchanged, the amount of state revenue will be reduced.

Cost Reduction: The state does not accept less than appraised value.

Selection: N/A.

New Project Identification: N/A.

Zip Code: 49651.

4. HIGHWAYS (Real Estate) – Resolution “D” (Excess Property Exchange – Relinquishment of Easement)

Tract 1030, Control Section 70014, Parcel 301, Part A, Tract 1034, Control Section 70014, Parcel 300, Part A

The subject tracts are located in the city of Grand Haven, Ottawa County, Michigan. Tract 1030 contains approximately 10,640 square feet and Tract 1034 contains approximately 10,345 square feet. Tract easement rights previously granted to MDOT are no longer required for highway purposes. In 2004, MDOT and the City of Grand Haven closed on an advanced purchase real estate transaction that provided MDOT additional right-of-way for the future reconstruction of the US-31 bridge over the Grand River and the South Channel. As part of this acquisition, MDOT obtained two separate drainage easements that were designed based on the City's development plan for the surrounding land. The City of Grand Haven has recently revised its development plan and determined that the existing drainage easements are no longer necessary. The City's revised plan calls for MDOT to relinquish its existing drainage easements in exchange for one drainage easement to be conveyed to MDOT. The relinquishment processing fee of \$500 has been waived because the value of the easement being conveyed to MDOT exceeds the processing fee. The transaction was approved for exchange by Mark Jordan, Manager, Project Development Section, Real Estate Support Area, on April 18, 2006. Tracts were not offered to the local municipalities because MDOT does not own the underlying fee and they are part of an exchange. Tracts were determined to be excess by the Bureau of Highways - Development.

Mutual Exchange

Purpose/Business Case: The purpose of excess property relinquishments is to dispose of state-owned excess property by relinquishment to state agencies, local units of government, or private parties. The relinquishment of excess property returns revenue to the state or minimizes capital outlay.

Benefit: MDOT benefits by reducing the inventory of state-owned property and generating revenue or receiving other benefit.

Funding Source: N/A - revenue generating.

Commitment Level: Releases of highway easements and release of reversionary interests are processed for an established fee of \$500. The fee may be waived if it is in the best interest of MDOT.

Risk Assessment: If excess property is not relinquished, the amount of state revenue will be reduced.

Cost Reduction: The state does not accept less than appraised value.

Selection: N/A.

New Project Identification: N/A.

Zip Code: 49417.

5. HIGHWAYS - IDS University Research Services

Authorization Revision (Z7/R1) under Contract (2002-0532) between MDOT and Michigan State University will extend the authorization term by six months to provide sufficient time for the university to complete the research services. The additional time is needed because the MDOT research panel requested additional investigation into the selection of patching materials. The original authorization provides for research on improvements to the patching materials and application methods of shallow depth surface patches. The revised authorization term will be October 13, 2004, through April 13, 2007. The authorization amount remains unchanged at \$160,095. The contract term is from September 10, 2003, through September 10, 2006, or until the work under the last authorization has been completed, whichever is longer. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Purpose/Business Case: To extend the authorization term by six months because additional investigation into the selection of patching materials was requested by the MDOT research panel. The additional work will be performed at no additional cost. MDOT experiences continuing problems with shallow depth surface patches applied to concrete structures damaged by truck impact or corrosion. The rapid cure patches tend to exhibit considerable shrinkage and cracking and many delaminate from the substrate within a year or two of application. Improvements to the patching materials and the application method to resolve this problem are needed.

Benefit: Will provide for experimental validation of several repair materials and will provide a solid foundation for determining if a material is prone to shrinkage or adhesion loss under typical curing conditions. This information could lead to the use or exclusion of specific patching materials used by MDOT to repair prestressed concrete beams. Suggestions for MDOT Special Provisions will also be included.

Funding Source: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If this project is not authorized, cost effective durable patching material options will not be developed.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48823.

6. HIGHWAYS - IDS University Research Services

Authorization (Z21) under Contract (2003-0063) between MDOT and Michigan Technological University will provide for an investigation of the uses of ultra-high performance concrete (UHPC) and their applicability for Michigan bridges. The authorization will be in effect from date of award through one year. The authorization amount will be \$58,916.74. The contract term is from September 12, 2003, through September 12, 2006, or until the work under the last authorization has been completed, whichever is longer. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for an investigation of the uses of UHPC and their applicability for Michigan bridges. Initial material behavior will be studied to verify production capabilities and use with code requirements. A plan will be developed for implementation in a demonstration project.

Benefit: The higher strengths afforded by UHPC will allow smaller beams to be used, beam spacing to be increased, and greater spans to be achieved. Increasing the span to depth ratio can increase the aesthetic value of a bridge and lower costs in areas where land acquisition is prohibitive for embanked fill approaches. Increased beam spacing increases the economy of each beam and may also create a savings in construction time and cost. Longer spans can reduce the environmental impact and costs associated with in-water pier construction.

Funding Source: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: Not authorizing this project will hinder the development of more economical and longer lasting bridges.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: This is a new research project.

Zip Code: 49931.

7. HIGHWAYS - IDS Time Extension

Amendatory Contract (2003-0321/A1) between MDOT and Tyme Engineering, Inc., will extend the indefinite delivery of services (IDS) contract term by one year to provide sufficient time for the consultant to complete the services for ongoing projects, including work under authorization (Z24). (See following item.) The original contract provides for consultant engineering services to be performed on an as needed/when needed basis. No new authorizations will be issued under this IDS contract. The revised contract term will be June 5, 2003, through June 5, 2007. The maximum contract amount remains unchanged at \$4,000,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Purpose/Business Case: To extend the contract term by one year to provide sufficient time for the consultant to complete the services for ongoing projects, including work under authorization (Z24).

Benefit: Will allow authorizations issued under this contract to be extended, pending State Administrative Board approval.

Funding Source: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: Failure to extend the expiration date will allow the contract to terminate and not allow ongoing authorizations issued under it to be extended.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: N/A for amendment and for the original IDS contract.

New Project Identification: This is not a new project.

Zip Code: 48909.

8. HIGHWAYS - IDS Engineering Services

Authorization Revision (Z24/R2) under Contract (2003-0321) between MDOT and Tyme Engineering, Inc., will provide for the performance of additional construction engineering services, will increase the authorization amount by \$72,057.74, and will extend the authorization term by one year. The revision is necessary to allow for additional inspection and testing services for additional patching and pavement items beyond plan quantity and to allow the authorization to be aligned with the revised completion date for the construction phase of the project. The original authorization provides for full construction engineering services to be performed on I-696 Service Drive from Milton Avenue to M-97 in the cities of Warren and Center Line, Macomb County (CS 50061 - JN 80009A). The revised authorization term will be May 4, 2005, through June 5, 2007. The revised authorization amount will be \$702,030.24. The contract term will be June 5, 2003, through June 5, 2007. Source of Funds: 81.85% Federal Highway Administration Funds, 16.28% State Restricted Trunkline Funds, and 1.87% City of Warren Funds.

Purpose/Business Case: To provide for the performance of additional construction engineering services to increase the authorization amount by \$72,057.74, and to extend the authorization term by one year. The revision is necessary to allow for additional inspection and testing services for additional patching and pavement items beyond plan quantity and to allow the authorization to be aligned with the revised completion date for the construction phase of the project.

Benefit: Will provide construction engineering services required to satisfy state and federal guidelines for construction oversight and the administration of highway construction projects.

Funding Source: 81.85% Federal Highway Administration Funds, 16.28% State Restricted Trunkline Funds, and 1.87% City of Warren Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: Not authorizing this revision could result in the loss of federal participation on this and subsequent highway construction projects.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: N/A for revision; qualifications-based for original authorization.

New Project Identification: This is not a new project.

Zip Code: 48226.

9. HIGHWAYS - IDS Engineering Services

Authorization Revision (Z27/R2) under Contract (2003-0488) between MDOT and Rowe, Inc., will provide for the performance of additional design services for I-196 and I-96 from the Grand River east to Fuller Avenue in the Grand Region and will increase the authorization amount by \$16,673.81. The additional services are needed to facilitate work that is necessary for the completion of the project and for the long-term usability of the project data by MDOT. The additional services will include an environmental assessment and a survey to identify possible encroachments on the MDOT right-of-way. The original authorization provides for as-needed design survey services to be performed for the Grand Region, Kent County (CS 41027 – JN 485640). The authorization term remains unchanged, March 25, 2005, through August 5, 2006. The revised authorization amount will be \$120,359.40. The contract term is August 5, 2003, through August 5, 2006. Source of Funds: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for the performance of additional design services for I-196 and I-96 from the Grand River east to Fuller Avenue in the Grand Region and to increase the authorization amount by \$16,673.81. The additional services will include an environmental assessment and a survey to identify possible encroachments on the MDOT right-of-way. The project is within the rapidly developing life sciences corridor.

Benefit: Will identify any property impacts along this corridor and provide for the completion of the environmental assessment study.

Funding Source: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If this revision is not approved, new buildings or developments along the corridor could encroach on the MDOT right-of-way, which could result in MDOT not being able to expand the roadway to facilitate future traffic volumes or new developments having to be moved out of the MDOT right-of-way.

Cost Reduction: Costs in professional service contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: N/A for revision; qualifications-based for original authorization.

New Project Identification: This is not a new project.

Zip Code: 49504.

10. HIGHWAYS - IDS Time Extension

Amendatory Contract (2003-0604/A1) between MDOT and Fishbeck, Thompson, Carr & Huber, Inc., will extend the indefinite delivery of services (IDS) contract term by two years to provide sufficient time for the consultant to complete the environmental remediation work at the Kalamazoo Maintenance Garage, including work under authorization (Z27), for which extra time is needed due to new sampling requirements set forth in Michigan Department of Environmental Quality (MDEQ). To get a restricted closure at the site, the site must be surveyed and a closure report written and submitted to the MDEQ, which will require additional funds. The original contract provides for construction services for which the consultant is prequalified to be performed on an as needed/when needed basis. No new authorizations will be issued under this contract. The revised contract term will be September 3, 2003, through September 3, 2008. The maximum contract amount remains unchanged at \$4,000,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Purpose/Business Case: To extend the contract term by two years to provide sufficient time for the consultant to complete the environmental remediation work at the Kalamazoo Maintenance Garage. The Kalamazoo Maintenance Garage is the site of a leaking underground storage tank that is undergoing an environmental clean up.

Benefit: Will allow sufficient time for the clean up of this site to be completed, which is needed to remediate the soil and groundwater conditions and keep MDOT in compliance with State of Michigan environmental statutes.

Funding Source: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If this extension is not approved, MDOT will be unable to complete the environmental remediation work and will be out of compliance with Part 213 of Public Act 451 of 1994, as amended.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: N/A for amendment; qualifications-based for original IDS contract.

New Project Identification: This is not a new project.

Zip Code: 48909.

11. HIGHWAYS - Time Extension

Amendatory Contract (2004-0136/A1) between MDOT and HNTB Michigan, Inc., will extend the contract term for approximately one year, at no additional cost. The additional time is needed due to numerous difficulties, including a design problem with the railroad crossing south of Ecorse Road on Telegraph Road and utilities issues. The original contract provides for full construction engineering services to be performed for the reconstruction of I-94 from Beech Daly Road to Pelham Road and of US-24 (Telegraph Road) from south of Ecorse Road to Van Born Road, including a single point urban interchange and complete arch bridge construction of I-94 over US-24 in the city of Taylor, Wayne County. The revised contract term will be March 19, 2004, through June 15, 2007. The contract amount remains unchanged at \$3,893,360.67. Source of Funds: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

Purpose/Business Case: Will extend the contract term by approximately one year. The additional time is needed due to numerous difficulties, including a design problem with the railroad crossing south of Ecorse Road on Telegraph Road and utilities issues. The design problem was the result of changing field conditions that the design consultant could not have predicted.

Benefit: Will provide construction engineering services required to satisfy state and federal guidelines for construction oversight and the administration of highway construction projects.

Funding Source: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

*Denotes a non-standard contract/amendment

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: Not authorizing these services could result in the loss of federal participation on this and subsequent highway construction projects.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: N/A for amendment; qualifications-based for original contract.

New Project Identification: This is not a new project.

Zip Code: 48180.

12. HIGHWAYS - Increase Services and Amount

Amendatory Contract (2004-0748/A1) between MDOT and DLZ Michigan, Inc., will provide for the performance of additional design services and will increase the contract amount by \$112,046.53. The additional services will include separating the traffic crossover into an independent design project, designing a retaining wall, completing the interchange justification report, performing geotechnical investigations, designing traffic signal upgrades, and revising the point of entry of the reconstruction work. The original contract provides for design rehabilitation services to be performed on I-196 from south of M-140 to south of 109th Avenue, Van Buren and Allegan Counties (CS 03033 – JN 60471C). The contract term remains unchanged, January 26, 2005, through January 31, 2007. The revised contract amount will be \$1,499,789.82. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for the performance of additional design services and will increase the contract amount by \$112,046.53. The additional services will include separating the traffic crossover into an independent design project, designing a retaining wall, completing the interchange justification report, performing geotechnical investigations, designing traffic signal upgrades, and revising the point of entry of the reconstruction work.

Benefit: Will improve the pavement and structure surfaces, which will result in improved condition and safety of the roadway and structures, and reduce long-term maintenance costs.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: Not authorizing this project would result in continued deterioration of the existing pavement, and the strategy to improve the existing system and meet the statewide condition goals would be in jeopardy.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: N/A for amendment; qualifications-based for original contract.

New Project Identification: This is not a new project.

Zip Code: 49090.

13. HIGHWAYS - Cost Participation for Local Agency Maintenance Contract
Retroactive Amendatory Contract (2004-5194) between MDOT and the City of Port Huron will provide for funding participation in the following services:

Police, fire, ambulance, and other emergency services for the Blue Water Bridge Plaza and the Michigan portion of the Blue Water Bridge.

The purpose of this amendment is to retroactively reimburse the City for services provided and to extend the expiration date of the original contract from September 30, 2003, until the contract is terminated by either MDOT or the City.

Estimated Funds:

State Restricted Trunkline Funds	
(Blue Water Bridge Toll Receipts)	<u>\$200,000</u> annually
Total Funds	<u>\$200,000</u> annually

77111; St. Clair County
No Letting

Purpose/Business Case: To amend original contract to retroactively reimburse the City for services provided and to extend the expiration date.

Benefit: Will continue to provide for emergency services for the Blue Water Bridge and Plaza.

Funding Source: Blue Water Bridge Toll Receipts.

Commitment Level: 100% State Restricted Trunkline Funds.

Risk Assessment: With amendment, MDOT can pay City for services performed since September 30, 2003, and can continue to pay for services in the future.

Cost Reduction: Cost fixed at \$200,000 per year.

Selection: N/A.

New Project Identification: N/A.

Zip Code: 48060.

14. HIGHWAYS - IDS Engineering Services

Authorization Revision (Z1/R1) under Contract (2005-0026) between MDOT and URS Corporation Great Lakes will provide for the performance of additional full construction engineering services on US-131 and will increase the authorization amount by \$63,351.34. The additional construction engineering services are needed because of the increased quantity of signs added to the project. The quantity of signs was increased because adjacent projects also had sign replacements that required upgrading to current standards. The signs were added to this signing contract for continuity in sign sheeting and font and continuity in the coordination of the sign installations. The original authorization provides for full construction engineering services to be performed for 39 miles of freeway sign upgrading on US-131 from the Allegan County line to one mile south of the Kent/Montcalm County line in the cities of Wyoming, Grand Rapids, and Walker and in the townships of Byron, Plainfield, Algoma, Solon, and Nelson, Kent County (CSs 41131, 41132, 41133 - JN 76354A). The authorization term remains unchanged, March 3, 2005, through December 20, 2007. The revised authorization amount will be \$377,614.81. The contract term is December 20, 2004, through December 20, 2007. Source of Funds: 100% Federal Highway Administration Funds.

Purpose/Business Case: To provide for the performance of additional full construction engineering services on US-131 and will increase the authorization amount by \$63,351.34. The additional construction engineering services are needed because of the increased quantity of signs added to the project. The quantity of signs was increased because adjacent projects also had sign replacements that required upgrading to current standards. The signs were added to this signing contract for continuity in sign sheeting and font and continuity in the coordination of the sign installations.

Benefit: Will provide adequate project administration, inspection, and testing, as required by federal law, which will result in a high quality product. The services will ensure that all parts of the construction are up to current MDOT standards.

Funding Source: 100% Federal Highway Administration Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: Failure to provide the services outlined could result in the loss of federal participation on this and subsequent highway construction projects.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: N/A for revision; qualifications-based for original authorization.

New Project Identification: This is not a new project.

Zip Code: 48909.

15. HIGHWAYS - Additional Services, Time Extension

Amendatory Contract (2005-0058/A1) between MDOT and Parsons Brinckerhoff Michigan, Inc., will provide for the performance of additional full construction engineering services, will increase the contract amount by \$401,464.26, and will extend the contract term by approximately one year. The additional services are needed because of numerous construction delays. The original contract provides for full construction engineering services to be performed for the reconstruction of US-12 (Michigan Avenue) from Livernois Avenue to I-94 in the cities of Detroit and Dearborn, Wayne County (CS 82062 - JN 59881A). The revised contract term will be March 4, 2005, through July 28, 2007. The revised contract amount will be \$2,033,213.29. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Purpose/Business Case: Will provide for the performance of additional full construction engineering services needed because of numerous construction delays caused by three utility companies, conflicts with the Detroit Water and Sewer Department, and force account work. The additional costs incurred for these delays have been charged to the appropriate utility companies.

Benefit: Will provide construction engineering services required to satisfy state and federal guidelines for construction oversight and the administration of highway construction projects.

Funding Source: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: Not authorizing these services could result in the loss of federal participation on this and subsequent highway construction projects.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: N/A for amendment; qualifications-based for original contract.

New Project Identification: This is not a new project.

Zip Code: 48210.

16. HIGHWAYS - IDS Engineering Services

Authorization (Z20) under Contract (2005-0070) between MDOT and DLZ Michigan, Inc., will provide for full construction inspection and testing services to be performed on I-94 westbound from west of M-51 to west of 24th Street, Van Buren County (CS 80023 - JN 53350A). The work items include project administration, inspection, quality assurance testing, and preparation and documentation of project records. The authorization will be in effect from the date of award through February 16, 2008. The authorization amount will be \$347,353.58. The contract term is February 16, 2005, through February 16, 2008. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for full construction inspection and testing services to be performed on I-94 westbound from west of M-51 to west of 24th Street, Van Buren County.

Benefit: Will provide for project administration, inspection, and testing, as required by federal law, which will result in a high quality product. The services will ensure that requirements are met to satisfy state and federal guidelines for construction oversight and the administration of highway construction projects.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: Not authorizing this project will result in the project not having adequate construction oversight, including inspection and testing, which could result in substandard work. Also, failure to provide the services outlined could result in the loss of federal participation on this and subsequent highway construction projects.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 49079.

17. HIGHWAYS - IDS Engineering Services

Authorization (Z11) under Contract (2005-0218) between MDOT and Rowe, Inc., will provide for road design services to be performed for the rehabilitation of the US-24 business route (Cass Avenue) for 1.183 miles from Cesar E Chavez Avenue to the Wide Track Loop in the city of Pontiac, Oakland County (CS 63152 - JN 72403C). The work items include the performance of design surveys, a drainage study and related design plans, a pavement condition survey, a crash analysis and safety review, right-of-way plans, road design plans, maintaining traffic provisions, signing plans, traffic signal design plans, and traffic signing plans. The authorization will be in effect from the date of award through May 4, 2008. The authorization amount will be \$167,328.89. The contract term is May 4, 2005, through May 4, 2008. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Purpose/Business Case: Will provide for road design services to be performed for the rehabilitation of the US-24 business route (Cass Avenue) for 1.183 miles from Cesar E Chavez Avenue to the Wide Track Loop in the city of Pontiac, Oakland County. The project is a patch and overlay job that includes the replacement of all signs along the corridor and the modernization of one signalized intersection. The purpose of the project, which is in the MDOT Five Year Plan, is to rehabilitate the roadway to extend the service life by ten to fifteen years.

Benefit: Will reduce maintenance costs and increase traffic safety in the area.

Funding Source: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: Without rehabilitation, the roadway may incur increased maintenance costs and traffic safety risks.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 48342.

18. HIGHWAYS - IDS Engineering Services

Authorization (Z10) under Contract (2005-0371) between MDOT and Wade-Trim/Associates, Inc., will provide for design services to be performed for the reconstruction of M-53 from Outer Drive to Port Crescent Street (M-142) in the city of Bad Axe, Huron County (CS 32031 - JN 79540C). The work items include design surveys, right-of-way surveys, curb and gutter replacement, drainage adjustment and improvement, staging and maintaining traffic, pavement marking plans, traffic signal and municipal utility design work, access management, landscaping, and final design plans. The authorization will be in effect from the date of award through August 11, 2008. The authorization amount will be \$225,492.95. The contract term is August 11, 2005, through August 11, 2008. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for the performance of design services for the reconstruction of M-53 from Outer Drive to Port Crescent Street (M-142) in the city of Bad Axe, Huron County. The project length is 0.64 miles.

Benefit: This project will improve the roadway condition and safety and extend the service life.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: Not authorizing this service would result in continued deterioration of existing pavement, affecting both serviceability and safety. It would also jeopardize the strategy to improve the existing system and meet statewide condition goals.

Cost Reduction: Costs in professional service contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 48413.

*Denotes a non-standard contract/amendment

19. HIGHWAYS - IDS Engineering Services

Authorization (Z17) under Contract (2005-0483) between MDOT and Parsons Brinckerhoff Michigan, Inc., will provide for full construction engineering services to be performed for the reconstruction of M-1 (Woodward Avenue) from Winchester Street to Tuxedo Avenue in the cities of Detroit and Highland Park, Wayne County (CS 82131 - JN 60442A). The work items include project administration, inspection, staking, quality assurance testing, and the preparation and documentation of project records. The authorization will be in effect from the date of award through October 4, 2008. The authorization amount will be \$302,893.69. The contract term is October 4, 2005, through October 4, 2008. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for additional construction engineering services needed because of construction contractor delays. The construction engineering was started under Authorization (Z24) under Contract (2003-0343) for \$716,212.55 on March 18, 2005. To provide more efficient contract administration, the additional services will be authorized and tracked separately. The additional services are required in order to maintain adequate project oversight. The construction contractor is not on schedule and will be held responsible for the cost of the delays through the assessment of liquidated damages, per the provisions of the construction contract.

Benefit: Will provide construction engineering services required to satisfy state and federal guidelines for construction oversight and the administration of highway construction projects.

Funding Source: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: Not authorizing these services could result in the loss of federal participation on this and subsequent highway construction projects.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: N/A for this authorization; qualifications-based for the original authorization.

New Project Identification: This is not a new project.

Zip Code: 48203.

20. *HIGHWAYS – Intelligent Transportation System Services

Contract (2006-0128) between MDOT and HNTB Michigan, Inc., will provide for Traffic Incident Management (TIM) support services to be performed on metropolitan Detroit state trunklines (CS 84900 – JN 55020). These services will enable MDOT and partnering agencies to coordinate operations more efficiently and to prioritize and develop future projects to improve traffic incident management. TIM is a core function of the Michigan Intelligent Transportation Systems Center (MITS Center). The contract will be in effect from the date of award through May 23, 2008. The contract amount will be \$479,980. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Purpose/Business Case: To enable MDOT and partnering agencies to coordinate operations more efficiently and to prioritize and develop future projects to improve traffic incident management. TIM is a core function of the MITS Center.

Benefit: Will increase safety of responders and motorists during incidents and improve traffic flow and mobility.

Funding Source: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: Not authorizing this project would cause delays in the delivery of the TIM program improvements, which could result in continued safety risks to the public.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 48226.

21. HIGHWAYS - IDS Engineering Services

Authorization (Z14) under Contract (2006-0129) between MDOT and URS Corporation Great Lakes will provide for the performance of design services for a sound barrier wall along eastbound I-94 from 10 Mile Road to Frazo Road in the city of St. Clair Shores, Macomb County (CS 50111 - JN 86717C). The work items include design surveys and design plans. The authorization will be in effect from the date of award through February 13, 2009. The authorization amount will be \$110,055.38. The contract term is February 14, 2006, through February 13, 2009. Source of Funds: 80% Federal Highway Administration Funds, 10% State Restricted Trunkline Funds, and 10% St. Clair Shores Funds.

Purpose/Business Case: Will provide for the performance of design services for a sound barrier wall along eastbound I-94 from 10 Mile Road to Frazo Road in the city of St. Clair Shores, Macomb County. Based on a review of the current conditions of the roadway, the construction of a sound barrier wall is the most effective method of reducing sound emissions from the freeway.

Benefit: Will reduce the level of noise from the freeway to the adjacent neighborhood.

Funding Source: 80% Federal Highway Administration Funds, 10% State Restricted Trunkline Funds, and 10% St. Clair Shores funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: The level of noise from the freeway cannot effectively be reduced without sound walls.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: Qualifications-based.

New Project Identification: This is a new project.

Zip Code: 48081.

22. HIGHWAYS - IDS Engineering Services

Authorization (Z15) under Contract (2006-0129) between MDOT and URS Corporation Great Lakes will provide for the performance of design services for a sound barrier wall along eastbound I-94 from Martin Road to 12 Mile Road in the city of St. Clair Shores, Macomb County (CS 50111 - JN 86718C). The work items include design surveys, an investigation regarding the use of prefabricated sound barrier wall, and design plans. The authorization will be in effect from the date of award through February 13, 2009. The authorization amount will be \$113,302.23. The contract term is February 14, 2006, through February 13, 2009. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Purpose/Business Case: Will provide for design services for a sound barrier wall along eastbound I-94 from 10 Mile Road to Frazo Road in the city of St. Clair Shores, Macomb County. Based on a review of the current conditions of the roadway, the construction of a sound barrier wall is the most effective method of reducing sound emissions from the freeway.

Benefit: Will reduce the level of noise from the freeway to the adjacent neighborhood.

Funding Source: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: The level of noise from the freeway cannot effectively be reduced without sound walls.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: Qualifications-based.

New Project Identification: This is a new project.

Zip Code: 48081.

23. *HIGHWAYS – Intelligent Transportation System Services

Contract (2006-0130) between MDOT and Kimley-Horn of Michigan, Inc., will provide for design services to be performed for a statewide Advanced Traffic Management System (ATMS) software package to replace the aging software currently deployed at the Michigan Intelligent Transportation System (MITS) Center in Detroit (CS 84917 - JN 59195). The contract will be in effect from the date of award through December 31, 2007. The contract amount will be \$546,519.55. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for design services to be performed for a statewide ATMS software package to replace the aging software currently deployed at the Michigan Intelligent Transportation System Center in Detroit.

Benefit: New software is needed to permit MDOT to use standard, non-proprietary intelligent transportation system (ITS) equipment on our roads, making expansion and upgrades easier and less costly. In addition, new software is needed to ensure that the entire state is using a uniform software platform to ensure consistency in deployment and maintenance. The current ATMS software was designed in the early 1990's and written in 1995 and 1996 and is currently insufficient for current MDOT needs.

Funding Source: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: Not procuring new software would result in increased out-of-service time by the MITS Center, where travel information would not be available to the public. Additionally, not doing a thorough design and state-of-the-practice evaluation would result in a proprietary solution with higher initial costs and higher on-going operations and maintenance costs.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: Qualifications-based.

New Project Identification: This is a new project.

Zip Code: 48909.

24. HIGHWAYS - IDS Engineering Review Services

Authorization Revision (Z1/R1) under Contract (2006-0141) between MDOT and Parsons Transportation Group, Inc., will provide for additional professional assistance services and will increase the authorization amount by \$52,769.58. The original authorization provides for various as-needed engineering review services, including serving as an expert witness, in defense of a highway construction lawsuit filed against MDOT. The authorization term remains unchanged, April 6, 2006, through March 16, 2009. The revised authorization amount will be \$73,257.22. The contract term is March 17, 2006, through March 16, 2009. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for additional professional assistance services in defense of a highway construction lawsuit filed against MDOT.

Benefit: The consultant will be able to continue to provide services for this case, which will result in a lower level of risk to MDOT.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: The consultant would not be able to continue to provide services for this case, which would result in an unacceptable level of risk to MDOT.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis, not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48909.

25. *HIGHWAYS - Design Engineering Services

Contract (2006-0189) between MDOT and Tetra Tech of Michigan, P.C., will provide for the performance of roadway rehabilitation design services for a patch and overlay job for eight miles on both northbound and southbound US-24 (Telegraph Road) from 8 Mile Road to West Quarton Road in Oakland County (CS 63031 - JN 80916C, 84908C). The work items include road design surveys, right-of-way surveys, and plans for road design, maintaining traffic, pavement marking, permanent non-freeway traffic signing, and traffic signal design. This contract will be in effect from the date of award through June 30, 2008. The contract amount will be \$2,082,310.88. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for the performance of roadway rehabilitation design services for a patch and overlay job on US-24 (Telegraph Road) from 8 Mile Road to West Quarton Road in Oakland County. This project is currently in the MDOT Five Year Plan and will extend the pavement life for ten to fifteen years. This section of roadway carries 75,000 vehicles per day as a major corridor between I-696 and I-75. Currently, the pavement distress consists of severe cracking and spalling of all kinds, as well as curb and gutter failures.

Benefit: Will protect the investment already made by extending the service life and improve safety, serviceability, and the aesthetic appeal of the corridor.

Funding Source: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If US-24 is not rehabilitated, the annual maintenance costs will continue to increase. Further deterioration of the roadway will decrease safety and serviceability. The eventual complete failure of the roadway will result in the loss of the original investment, require a full reconstruction, and be cost prohibitive.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 48034.

26. HIGHWAYS - IDS Engineering Services

Authorization (Z1) under Contract (2006-0232) between MDOT and Holland Engineering, Inc., will provide for design services to be performed for the rehabilitation of US-10 through the eastern part of Midland County (CS 56045, 56044 - JN 60433C). The work items include road design survey, bridge structure survey, horizontal and vertical control, planimetric mapping, Digital Terrain Modeling, utility inventory, and best fit alignments. The authorization will be in effect from the date of award through March 22, 2009. The authorization amount will be \$302,605.95. The contract term is March 23, 2006, through March 22, 2009. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for the performance of design services for the rehabilitation of US-10 through the eastern part of Midland County.

Benefit: This project will improve the roadway condition and safety and extend the service life.

Funding Source: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: Road surface conditions would continue to deteriorate, affecting both serviceability and safety. It would also jeopardize the strategy to improve the existing system and meet statewide condition goals.

Cost Reduction: Costs in professional service contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 48657.

27. HIGHWAYS - IDS Engineering Services

Authorization (Z2) under Contract (2006-0232) between MDOT and Holland Engineering, Inc., will provide for design services to be performed for the rehabilitation of US-10 through the western part of Midland County (CS 56045, 56044 - JN 85573). The work items include road design survey, bridge structure survey, horizontal and vertical control, planimetric mapping, Digital Terrain Modeling, utility inventory, and best fit alignments. The authorization will be in effect from the date of award through March 22, 2009. The authorization amount will be \$183,460.90. The contract term is March 23, 2006, through March 22, 2009. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for the performance of design services for the rehabilitation of US-10 through the western part of Midland County.

Benefit: This project will improve the roadway condition and safety and extend the service life.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: Road surface conditions would continue to deteriorate, affecting both serviceability and safety. It would also jeopardize the strategy to improve the existing system and meet statewide condition goals.

Cost Reduction: Costs in professional service contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: Qualifications-based.

New Project Identification: This is not a new project. This project is to repair existing roadway.

Zip Code: 48618.

28. *HIGHWAYS - Design Engineering Services

Contract (2006-0311) between MDOT and Fishbeck, Thompson, Carr & Huber, Inc., will provide for design services to be performed for roadway reconstruction, including preparing required plans, typical cross-sections, maintaining traffic plans, pavement marking plans, permanent signing plans, and right-of-way plans; performing surveys and subsurface utility engineering investigations; and solving problems that may arise on the Main Street/I-94 business loop (BL) from east of the Bicentennial Bridge to North Fair Avenue, city of Benton Harbor, Berrien County (CS 11013 - JN 86206C). The contract will be effect from the date of award through December 31, 2008. The contract amount will be \$1,250,649.12. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for design services to be performed for roadway reconstruction on the Main Street/I-94BL from east of the Bicentennial Bridge to North Fair Avenue, city of Benton Harbor, Berrien County.

Benefit: Authorizing this service will improve the pavement condition and safety. This project will also provide traffic with a more efficient, direct route through the business district of Benton Harbor.

Funding Source: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: Not authorizing this service would result in continued deterioration of the existing pavement, and the strategy to improve the existing system and meet the statewide condition goals would be in jeopardy.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 49022.

29. HIGHWAYS - IDS Engineering Services

Contract (2006-0356) between MDOT and Midwestern Consulting, LLC, will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

30. HIGHWAYS - IDS Engineering Services

Contract (2006-0359) between MDOT and West Michigan Testing, Inc., will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

31. HIGHWAYS - IDS Engineering Services

Contract (2006-0361) between MDOT and TranSystems Corporation will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

32. HIGHWAYS - IDS Engineering Services

Contract (2006-0366) between MDOT and HH Engineering, Limited, will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

33. MULTI-MODAL – Railroad Force Account Work

Authorization (82076-87386) under Master Agreement (94-0803), dated July 28, 1994, between MDOT and Consolidated Rail Corporation (Conrail) will provide funding to supplement the existing active warning devices with new three-quarter roadway gates and appropriate activation circuitry at Conrail's grade crossing of Vreeland Road in Wayne County, Michigan. This work, ordered as the result of a diagnostic study team review meeting, will improve motorist safety. The authorization will be issued under the provisions of the master agreement and a local agency application submitted by the Wayne County Department of Public Services and approved on March 27, 2006. The estimated project cost will be \$119,645.60. Source of Funds: Federal Highway Administration Funds - \$59,822.80; FY 2006 State Restricted Trunkline Funds - \$59,822.80.

Purpose/Business Case: The project will provide for the installation of three-quarter roadway gates and appropriate activation circuitry at the existing grade crossing of Conrail with Vreeland Road in Wayne County, Michigan. This installation is ordered for public safety under the provisions of MCLA 462.301.

Benefit: The work is being undertaken for the sole purpose of enhancing motorist safety. The installation of new three-quarter roadway gates and appropriate activation circuitry was determined necessary by a team that included representatives of the local road authority, the operating railroad, and MDOT's Rail Safety Section.

Funding Source: Funding for this project is provided from state and federal dedicated grade crossing safety funds appropriated under the provisions of MCLA 247.660(1)(a) and U.S. Code Title 23, Section 130, respectively. Federal Highway Administration Funds - \$59,822.80; FY 2006 State Restricted Trunkline Funds - \$59,822.80.

Commitment Level: The authorization amount is based on Conrail's detailed estimate and will be paid on a force account basis.

Risk Assessment: The existing warning devices, consisting only of side-of-street flashers, do not provide any physical barrier to prevent motorists from entering the crossing as a train approaches. The installation of three-quarter roadway gates will provide an improved visual indication and a physical barrier when a train is approaching the crossing, enhancing safety for motorists.

Cost Reduction: The work will be performed by Conrail on a force account basis, so MDOT will reimburse only the actual costs incurred. Ongoing maintenance will be the joint responsibility of Conrail and the Wayne County Department of Public Services.

Selection: N/A.

New Project Identification: This is an upgrade to an existing crossing.

Zip Code: 48183.

34. *MULTI-MODAL - Increase Revenue Grant

Amendatory Contract (2004-0419/A1) between MDOT and the Federal Transit Administration (FTA) will provide additional federal funds of \$66,800 and state funds of \$16,700 for two agencies and will revise projects for four agencies under the FY 2004 Federal Section 5311 Nonurbanized Area Formula Capital Program. Additional funds of \$83,500 will be committed to fund projects for the Delta Area Transit Authority and the Charlevoix County Board of Commissioners. Projects for the Bay Area Transportation Authority, the Eaton County Transportation Authority, the Huron County Board of Commissioners, and the Mecosta County Board of Commissioners will be revised per the agencies' requests to meet changing needs. The revised grant amount will be \$5,598,070. The contract term remains unchanged, October 1, 2004, through September 30, 2007. Source of Funds: Federal Transit Administration Funds - \$3,673,872; FY 2004 and FY 2005 State Restricted Comprehensive Transportation Funds - \$1,924,198.

Purpose/Business Case: To provide additional funding for two agencies and to adjust project items for four agencies under the FY 2004 Federal Section 5311 Nonurbanized Area Formula Capital Program.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: Federal Transit Administration Funds - \$3,673,872; FY 2004 and 2005 State Restricted Comprehensive Transportation Funds - \$1,924,198.

Commitment Level: Grant amount is based on cost estimates.

Risk Assessment: The risk of not awarding this amendment is the loss of federal funds.

Cost Reduction: Grant amount is determined by FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48909.

35. MULTI-MODAL - Section 5311 Capital

Project Authorization (Z6) under Master Agreement (2006-0058) between MDOT and the Mecosta Osceola Transit Authority will provide federal funds for capital items (miscellaneous bus equipment) under the FY 2005 Federal Section 5311 Nonurbanized Area Formula Capital Program. The authorization will be in effect from February 24, 2006, through February 23, 2009. The authorization is retroactive due to the effective date matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The authorization amount will be \$25,000. Toll credits in the amount of \$5,000 will be allocated as match. The term of the master agreement is from October 1, 2002, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2003 through FY 2006. Source of Funds: Federal Transit Administration Funds - \$25,000.

Purpose/Business Case: To provide funding for capital items under the FY 2005 Section 5311 Nonurbanized Area Formula Capital Program grant.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: Federal Transit Administration Funds - \$25,000.

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: The risk of not awarding this authorization is the loss of federal funds.

Cost Reduction: Grant amount is determined by FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 49307.

36. *MULTI-MODAL - Economic Development

Contract (2006-0334) between MDOT and AJM Packaging Corporation will provide financial assistance in the form of a loan for the rehabilitation of a 717-foot rail siding. The project will provide rail access to the new AJM Packaging Corporation facility, which is now expanding its operations into the city of Southgate, Wayne County. AJM Packaging Corporation is a consumer products manufacturer that converts paper into finished goods. This project will contribute to the creation of 200 new full-time positions within the city of Southgate. The contract will be in effect from the date of award until the last obligation between the parties has been fulfilled, until the contract is terminated, or until the loan has been fully repaid. The estimated project amount will be \$49,034. Provisions included in the contract permit the loan to be forgiven incrementally over a five-year period if AJM Packaging Corporation meets its annual shipping commitment. Source of Funds: FY 2006 State Restricted Comprehensive Transportation Funds - \$24,517; AJM Packaging Corporation Funds - \$24,517.

Purpose/Business Case: To provide financial assistance for the rehabilitation of a 717-foot rail siding for rail freight transportation to serve the newly located AJM Packaging Corporation facility. Rail service is required as suppliers only transport materials via rail.

Benefit: Will increase the local tax revenues and contribute to the creation of 200 full-time jobs.

Funding Source: FY 2006 State Restricted Comprehensive Transportation Funds - \$24,517; AJM Packaging Corporation Funds - \$24,517.

Commitment Level: The contract is based on an estimate from the applicant. Work will be competitively bid by AJM Packaging Corporation. Payment will be based upon actual cost.

Risk Assessment: If this contract is not approved, the opportunity would be lost to create jobs, increase local tax revenues, and contribute to economic growth in the area.

Cost Reduction: AJM Packaging Corporation will award the project to the lowest bidder.

Selection: N/A.

New Project Identification: This is a new construction project.

Zip Code: 48195.

37. ***MULTI-MODAL (Aeronautics) - Increase Amount**

Amendatory Contract (2003-0137/A2) between MDOT and the Jackson County Board of Commissioners will increase the contract amount by \$9,800 due to higher than anticipated costs associated with the completion of the environmental assessment. The original contract provides for the conduct of an environmental assessment for the relocation of the runway and the extension of the crosswind runway at the Jackson County-Reynolds Field in Jackson, Michigan. The contract term remains unchanged, April 8, 2003, through April 7, 2023. The revised contract amount will be \$171,800. Source of Funds:

	<u>Previous Total</u>	<u>Total Increase</u>	<u>Revised Total</u>
Federal Aviation Administration Funds	\$145,800	\$8,820	\$154,620
State Restricted Aeronautics Funds	\$ 8,100	\$ 490	\$ 8,590
Jackson County Funds	<u>\$ 8,100</u>	<u>\$ 490</u>	<u>\$ 8,590</u>
Total	<u>\$162,000</u>	<u>\$9,800</u>	<u>\$171,800</u>

Purpose/Business Case: To provide for an increase in funds of \$9,800 to cover higher than anticipated costs associated with the completion of the environmental assessment. The additional costs are for the evaluation of historical properties and for increased coordination with regulatory agencies during the environmental assessment. The assessment will determine if the site will support the future runway relocation and crosswind runway extension project.

Benefit: Will provide the additional funding needed to complete the environmental work and close the project.

Funding Source: Federal Aviation Administration (FAA) Funds - \$154,620; State Restricted Aeronautics Funds - \$8,590; Jackson County Funds - \$8,590; Contract Total - \$171,800.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: The risk of not awarding the amendment is that the project would not be completed as planned. Jackson County would be responsible for the additional costs. The county cannot afford the additional costs without federal and state participation.

Cost Reduction: The consultant contract was reviewed by MDOT personnel for appropriateness and further cost reductions.

Selection: N/A.

New Project Identification: This is an amendment to an existing project.

Zip Code: 49202.

38. MULTI-MODAL (Aeronautics) - Construction of Airport Improvements

Contract (2006-0357) between MDOT and the Roscommon County Board of Commissioners will provide federal and state grant funds for the replacement of the precision approach path indicators (PAPI) and runway end identifier lights (REIL) at the Roscommon County-Blodgett Memorial Airport in Houghton Lake, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through twenty years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$92,500. Source of Funds: FAA Funds (via block grant) - \$74,000; State Restricted Aeronautics Funds - \$16,188; Roscommon County Funds - \$2,312.

Purpose/Business Case: To provide for the replacement of the PAPI and REIL.

Benefit: Will allow for easier and safer night operations, approach guidance, and will enhance the overall safety of the airport for pilots and other airport users.

Funding Source: FAA Funds (via block grant) - \$74,000; State Restricted Aeronautics Funds - \$16,188; Roscommon County Funds - \$2,312; Contract Total - \$92,500.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: If the contract is not awarded, the project may not proceed as planned, as the local sponsor cannot afford the cost without federal and state participation.

Cost Reduction: The construction was bid through MDOT and awarded to the lowest bidder. There were five bidders.

Selection: N/A.

New Project Identification: This is for the replacement of existing facilities.

Zip Code: 48629.

39. MULTI-MODAL (Aeronautics) – Airport Layout Plan Update and Feasibility Study

Contract (2006-0358) between MDOT and the Houghton County Board of Commissioners will provide federal and state grant funds for the update of the airport layout plan (ALP) and for a benefit-cost analysis to determine the feasibility of rehabilitating the existing terminal building or constructing a new facility at the Houghton County Memorial Airport in Hancock, Michigan. Federal funds will be made available through a grant from the Federal Aviation Administration (FAA) for this primary airport. The contract will be in effect from the date of award through twenty years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$190,000. Source of Funds: FAA Funds - \$180,500; State Restricted Aeronautics Funds - \$4,750; Houghton County Funds - \$4,750.

Purpose/Business Case: To provide for the update of the ALP and for a benefit-cost analysis of the terminal building to determine the feasibility of rehabilitating the existing terminal building or constructing a new facility.

Benefit: The updated ALP document will meet current FAA standards and requirements. The terminal study will assist the airport sponsor as well as federal and state officials in making better decisions on how to meet the current and future needs of the airport.

Funding Source: FAA Funds - \$180,500; State Restricted Aeronautics Funds - \$4,750; Houghton County Funds - \$4,750; Contract Total - \$190,000.

Commitment Level: The airport sponsor is obligated by past grants to maintain federal planning, development, and safety standards.

Risk Assessment: If the contract is not awarded, the local sponsor would have to proceed without federal or state assistance. A delay in the project would prompt a citation by the federal compliance inspector and affect the receipt of future grants for this airport.

Cost Reduction: All consultant contracts are procured in accordance with FAA guidelines.

Selection: N/A.

New Project Identification: The ALP will update an existing document. The terminal study is new work. The percentage of new work is 67%.

Zip Code: 49913.

40. MULTI-MODAL (Aeronautics) - Environmental Assessment

Contract (2006-0362) between MDOT and the County of Oakland will provide federal and state grant funds for the conduct of an environmental assessment at the Oakland County International Airport in Pontiac, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through twenty years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$69,000. Source of Funds: FAA Funds (via block grant) - \$55,200; State Restricted Aeronautics Funds - \$12,075; Oakland County Funds - \$1,725.

Purpose/Business Case: To provide for the conduct of an environmental assessment to study the effects of a runway extension project on the environmental and to establish the project limits.

Benefit: The decision whether or not to proceed with the runway extension project depends on how it will effect the surrounding environmental. The assessment will provide the basis for this decision.

Funding Source: FAA Funds (via block grant) - \$55,200; State Restricted Aeronautics Funds - \$12,075; Oakland County Funds - \$1,725; Contract Total - \$69,000.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: If the contract is not awarded, the project may not proceed as planned, as the local sponsor cannot afford the cost without federal and state participation.

Cost Reduction: All consultant contracts are reviewed by MDOT personnel for appropriateness and further cost reductions.

Selection: N/A.

New Project Identification: This is an assessment of an existing facility.

Zip Code: 48327.

41. MULTI-MODAL (Aeronautics) - Construction of Airport Improvements

Contract (2006-0363) between MDOT and the County of Oakland will provide federal and state grant funds for the relocation of the north/south runway, for runway safety area improvements on runway 27L, for the construction of an east perimeter road, for the conduct of a 405 survey for the extension of runway 9R, and for the installation of fencing at the Oakland County International Airport in Pontiac, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through twenty years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$2,030,000. Source of Funds: FAA Funds (via block grant) - \$1,624,000; State Restricted Aeronautics Funds - \$355,250; Oakland County Funds - \$50,750.

Purpose/Business Case: To provide for the relocation of the north/south runway, for runway safety area improvements on runway 27L, for the construction of an east perimeter road, for the conduct of a 405 survey for the extension of runway 9R, and for the installation of fencing.

Benefit: The airport improvements will enhance the safety of airport users and the general public.

Funding Source: FAA Funds (via block grant) - \$1,624,000; State Restricted Aeronautics Funds - \$355,250; Oakland County Funds - \$50,750; Contract Total - \$2,030,000.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: If the contract is not awarded, the project may not proceed as planned, as the local sponsor cannot afford the cost without federal and state participation.

Cost Reduction: The construction was bid through MDOT and awarded to the lowest bidder. There were eight bidders.

Selection: N/A.

New Project Identification: This is a new project at an existing facility.

Zip Code: 48327.

42. MULTI-MODAL (Aeronautics) - Preliminary Engineering and Environmental Assessment
Contract (2006-0370) between MDOT and the Baraga County Board of Commissioners will provide state grant funds for preliminary engineering services and an environmental assessment (phase 1) for a new airport at the Baraga County Airport in Baraga, Michigan. The contract will be in effect from the date of award through twenty years to comply with a state regulation that requires airports receiving state funding for certain types of projects to remain fully operational for a period of twenty years in accordance with Federal Aviation Administration guidelines. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$150,000. Source of Funds: State Restricted Aeronautics Funds - \$135,000; Baraga County Funds - \$15,000.

Purpose/Business Case: To provide for development of the preliminary engineering plans for a new airport and the associated environmental assessment (phase 1) of the proposed airport site.

Benefit: Will provide a design that meets all federal and state safety and airport design standards. The environmental assessment will determine the effects of the new airport within the proposed footprint.

Funding Source: State Restricted Aeronautics Funds - \$135,000; Baraga County Funds - \$15,000; Contract Total - \$150,000.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: If the contract is not awarded, the project may not proceed as planned, as the local governmental cannot afford the cost without state participation.

Cost Reduction: The consultant contracts are reviewed by MDOT personnel for appropriateness and further cost reductions.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 49962.

43. MULTI-MODAL (Aeronautics) - Construction of Airport Improvements
Contract (2006-0371) between MDOT and the Dickinson County Board of Commissioners will provide federal and state grant funds for the replacement of airfield lighting and a gate and for the installation of an emergency generator at the Ford Airport in Iron Mountain, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through twenty years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$715,492. Source of Funds: FAA Funds (via block grant) - \$572,394; State Restricted Aeronautics Funds - \$125,211; Dickinson County Funds - \$17,887.

Purpose/Business Case: To provide for the replacement of airfield lighting and a gate and for the installation of an emergency generator.

Benefit: Will enhance the safety of the airport. The existing lighting system has had numerous lightening strikes that caused damage to existing cables and fixtures. Replacement of the lighting system with a new grounding system will benefit the airport.

Funding Source: FAA Funds (via block grant) - \$572,394; State Restricted Aeronautics Funds - \$125,211; Dickinson County Funds - \$17,887; Contract Total - \$715,492.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: If the contract is not awarded, the project may not proceed as planned, as the local sponsor cannot afford the cost without federal and state participation.

Cost Reduction: The consultant contract was reviewed by MDOT personnel for appropriateness and further cost reductions.

Selection: N/A.

New Project Identification: This is for replacement of existing facilities. The generator is a new piece of equipment. The percentage of new work is 10%.

Zip Code: 49801.

44. MULTI-MODAL (Aeronautics) - Design Engineering Services

Contract (2006-0372) between MDOT and the Bishop International Airport Authority (BIAA) will provide federal and state grant funds for the design of the west cargo apron at the Bishop International Airport in Flint, Michigan. Federal funds will be made available through a grant from the Federal Aviation Administration (FAA) for this primary airport. The contract will be in effect from the date of award through twenty years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$365,000. Source of Funds: FAA Funds - \$346,750; State Restricted Aeronautics Funds - \$9,125; BIAA Funds - \$9,125.

Purpose/Business Case: To provide for the development of engineering plans for the west cargo apron. Increasing cargo traffic necessitates the construction of a new ramp for freight operations.

Benefit: Will provide a design that meets all federal and state safety and airport design standards.

Funding Source: FAA Funds - \$346,750; State Restricted Aeronautics Funds - \$9,125; BIAA Funds - \$9,125; Contract Total - \$365,000.

Commitment Level: The airport sponsor is obligated by past grants to maintain federal planning, development, and safety standards.

Risk Assessment: If the contract is not awarded, the local sponsor would have to proceed without federal or state assistance. A delay in the project would prompt a citation by the federal compliance inspector and affect the receipt of future grants for this airport.

Cost Reduction: The consultant contract will be procured by the local agency using federal procurement guidelines and awarded to the most qualified firm.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 48507.

45. TRANSPORTATION PLANNING - Master Planning Agreement

Project Authorization (Z8) under Master Planning Agreement (2006-0004) between MDOT and the Grand Valley Metropolitan Council (GVMC) will provide for activities to raise public awareness of and expand the Ozone Action Day Program in the Grand Rapids area. GVMC staff will engage in promotional/educational activities with local media at community events. The authorization will be in effect from the date of award through September 30, 2006. The authorization amount will be \$122,205. The term of the master agreement is October 1, 2005, through September 30, 2008. Source of Funds: 80% Federal Highway Administration Funds and 20% GVMC Funds.

Purpose/Business Case: In compliance with Title 23, Sections 134 and 135; 23 CFR 450.100 - 450.336; 49 USC Chapter 53, Sections 5303 and 5313, a Metropolitan Planning Organization (MPO) is designated for each urbanized area with a population of more than 50,000 by agreement between the governor and the units of general purpose local governments to carry out transportation planning activities.

Benefit: Will provide funding for MPO activities, in compliance with federal regulations.

Funding Source: Dedicated federal funds that must be passed through by the federal regulations cited above to MPOs. 80% Federal Highway Administration Funds and 20% GVMC Funds.

Commitment Level: The cost of this project is based on the federally approved Unified Work Program (UWP) for the MPO. The UWP describes all transportation planning work activities for the fiscal year and includes budgeted dollar amounts. The costs of projects are based on the budgeted amount in the current UWP for the MPO, and the work is expected to be completed in the fiscal year for which it is approved.

Risk Assessment: Failure to comply with federal regulations as cited above could result in the decertification of MPOs and the inability to spend millions of dollars for transportation planning activities throughout the state.

Cost Reduction: The costs of planning activities are negotiated by the local agency/MPO. Review and concurrence are performed at the state level, and approval is given at the federal level. The costs of planning activities/equipment are commensurate with the overall budget for the local planning agency for the fiscal year.

Selection: N/A.

New Project Identification: This is an on-going project for transportation planning administrative grants.

Zip Code: 49503.

46. TRANSPORTATION PLANNING - Master Planning Agreement

Project Authorization (Z8) issued under Master Agreement (2006-0025) between MDOT and the Western Upper Peninsula Planning & Development Commission will provide for the conduct of the Pathway Feasibility Study to evaluate the potential bicycle/pedestrian links between Iron River, Crystal Falls, and the many historic and recreational sites along the Iron County Heritage Trail and for the preparation of a comprehensive plan for the development of a connected trail in Iron County to enhance visitor experiences and encourage non-motorized activities along the Heritage Route. The authorization will be in effect from the date of award through September 30, 2006. The authorization amount will be \$60,000. The term of the master agreement is October 1, 2005, through September 30, 2008. Source of Funds: 100% Federal Highway Administration Funds.

Purpose/Business Case: The fourteen regional planning organizations (RPOs) are authorized under Public Act 281 of 1945, and funding is appropriated through Public Act 51 of 1951.

Benefit: The RPOs provide invaluable assistance to MDOT on a variety of local, regional, and statewide projects, such as data collection, project assistance and administration, and organization of MDOT public meetings.

Funding Source: 100% Federal Highway Administration Funds (Scenic Byways Discretionary Funds).

Commitment Level: RPO costs are fixed and limited by line item appropriation.

Risk Assessment: The RPOs provide an invaluable extension of MDOT resources. The risk of not performing these activities would be an increased workload for MDOT personnel.

Cost Reduction: The cost of funding the RPO program is fixed by our state legislature. Cost reductions can only occur through legislation.

Selection: N/A.

New Project Identification: This is an on-going project for transportation planning administrative grants.

Zip Code: 49931.

47. TRANSPORTATION PLANNING - Master Planning Agreement

Project Authorization (Z9) issued under Master Agreement (2006-0025) between MDOT and the Western Upper Peninsula Planning & Development Commission will provide for the development of a transportation plan for the Petoskey area for both state and local roads. The study will identify and prioritize needed transportation improvements for the existing road systems in the city of Petoskey, Resort Township, and Bear Creek Township. The area's land use plans will be reviewed and transportation land use recommendations will be made to enhance the success of identified transportation system improvements and management strategies. The project will aim to identify methods of improving circulation, mobility, and safety in the Petoskey area. The authorization will be in effect from the date of award through September 30, 2007. The authorization amount will be \$250,000. The term of the master agreement is October 1, 2005, through September 30, 2008. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Purpose/Business Case: The fourteen regional planning organizations (RPOs) are authorized under Public Act 281 of 1945, and funding is appropriated through Public Act 51 of 1951.

Benefit: The RPOs provide invaluable assistance to MDOT on a variety of local, regional, and statewide projects, such as data collection, project assistance and administration, and organization of MDOT public meetings.

Funding Source: 80% Federal Highway Administration Funds and 20% State Restricted Michigan Transportation Funds.

Commitment Level: RPO costs are fixed and limited by line item appropriation.

Risk Assessment: The RPOs provide an invaluable extension of MDOT resources. The risk of not performing these activities would be an increased workload for MDOT personnel.

Cost Reduction: The cost of funding the RPO program is fixed by our state legislature. Cost reductions can only occur through legislation.

Selection: N/A.

New Project Identification: This is an on-going project for transportation planning administrative grants.

Zip Code: 49931.

EXTRAS

48. Extra 2006 - 57

Control Section/Job Number: 25544-50109 Local Agency Project

State Administrative Board - This project exceeds the 6% Ad Board limit for reviewing extras.

State Transportation Commission - Does not meet criteria.

Contractor: Genoak Construction Company
P.O. Box 182
Holly, MI 48442

Designed By: Rowe, Inc.
Engineer's Estimate: \$2,725,697.00

Description of Project:

1.53 kilometers of widening from two (2) to five (5) lanes with curb and gutter on Holly Road from I-75 to McCandlish Road in Genesee County.

Administrative Board Approval Date:	November 19, 2002	
Contract Date:	December 18, 2002	
Original Contract Amount:	\$2,064,882.74	
Total of Overruns/Changes (Approved to Date):	78,151.48	+ 3.78%
Total of Extras/Adjustments (Approved to Date):	109,398.77	+ 5.30%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>62,546.64</u>	<u>+ 3.03%</u>
Revised Total	<u>\$2,314,979.63</u>	+ 12.11%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 9.08% over the original budget for an **Authorized to Date Amount** of \$2,252,432.99.

Approval of this extra will place the authorized status of the contract 12.11% or \$250,096.89 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 8 r. 1

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

CM 8		
Pavement & Curb Settlement Repair	305.940 m2 @ \$167.27/m2	\$51,174.58
Concrete Slab 200mm	35.080 m2 @ \$324.175/m2	<u>11,372.06</u>
Total		<u>\$62,546.64</u>

Reason(s) for Extra(s)/Adjustment(s):

An area of pavement settlement in the new roadway was discovered after completion of construction operations. Further investigation revealed a layer of peat in the roadway section. It was determined that the layer of peat must be removed and proper soil placed to provide the proper roadway cross section. The contractor was directed to remove the outside lane, curb, aggregate base, subgrade and peat within the area of influence. Furthermore, two storm drainage crossings were stabilized and reconstructed to prevent future water infiltration issues. Guardrail in this area was salvaged and reconstructed, and the area was restored. The extra cost for Pavement & Curb Settlement Repair is based on force account records per Section 109.07 of the 1996 Standard Specifications for Construction.

The southeast quadrant of the Holly and Cook Roads intersection is an acute angle. Trucks and buses are mounting the curbing and rutting the shoulder and embankment adjacent to it, which creates the potential for vehicle tip over due to the instability of the surface. The contractor was directed to place a concrete slab behind the curbing to prevent rutting and enhance turning movements in this quadrant. The extra item Concrete Slab 200mm will compensate the contractor for traffic control, excavation, aggregate base, lane ties, 200mm concrete slab, embankment and restoration. The extra cost for Concrete Slab 200mm is based on force account records per Section 109.07 of the 1996 Standard Specifications for Construction.

Section 103.04 – EXTRA WORK – of the 1996 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra is recommended for approval by the State Administrative Board.

Purpose/Business Case: These extra items were essential to the safe and timely completion of this contract.

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source: FHWA, 80%; Genesee County, 20%.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: These items were required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Code: 48439.

49. **Extra 2006 - 58**

Control Section/Job Number:	50011-47197	MDOT Project
State Administrative Board -	This project has an individual extra that exceeds the \$100,000 Ad Board limit for reviewing extras.	
State Transportation Commission -	Does not meet criteria.	
Contractor:	John Carlo, Inc. 45000 River Ridge Drive, Suite 200 Clinton Twp., MI 48038	
Designed By:	MDOT	
Engineer's Estimate:	\$12,514,312.39	

Description of Project:

1 mile of concrete road reconstruction and widening, construction of new ramps and bridge on M-53 from north of 18 Mile Road to Utica Road in the city of Sterling Heights, Macomb County.

Administrative Board Approval Date:	April 6, 2004	
Contract Date:	April 9, 2004	
Original Contract Amount:	\$10,986,946.55	
Total of Overruns/Changes (Approved to Date):	149,488.00	+ 1.36%
Total of Extras/Adjustments (Approved to Date):	254,251.33	+ 2.31%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>154,000.00</u>	+ 1.40%
Revised Total	<u>\$11,544,685.88</u>	+ 5.07%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 3.67% over the original budget for an **Authorized to Date Amount** of \$11,390,685.88.

Approval of this extra will place the authorized status of the contract 5.07% or \$557,739.33 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 38

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

Winter Overtime Acceleration	<u>\$154,000.00</u>
Total	<u>\$154,000.00</u>

Reason(s) for Extra(s)/Adjustment(s):

The project was delayed in 2004 due to substantial rain and utility issues. The project office is reviewing the utility delays to determine if recovery costs should be pursued with the private utility companies. These issues caused the project to extend beyond the project completion date in November 2004. It was determined that maintaining traffic on temporary pavement adjacent to a local roadway would not be appropriate for the winter season. The contractor was directed to accelerate work efforts to complete stage 2 before the seasonal shutdown for 2004. The extra item Winter Overtime Acceleration was established to compensate the contractor for premium overtime costs for the accelerated work and will establish a budgeted item as described above. The final extra cost for Winter Overtime Acceleration will be based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This extra is recommended for approval by the State Administrative Board.

Purpose/Business Case: These extra items were essential to the safe and timely completion of this contract.
Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.
Funding Source: FHWA, 72.72%; State Restricted Trunkline, 14.11%; Macomb County, 9.83%; City of Sterling Heights, 3.34%.
Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.
Risk Assessment: These items were required for the safe and timely completion of the project.
Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.
Selection: Low bid.
New Project Identification: This is an existing project already under contract.
Zip Code: 48314.

50. **Extra 2006 - 59**

Control Section/Job Number:	70041-52381	MDOT Project
State Administrative Board -	This project is under \$800,000 and the extra exceeds the \$48,000 Ad Board limit for reviewing extras.	
State Transportation Commission -	Does not meet criteria.	
Contractor:	Intec Company, Inc. 3495 Viaduct SW Grandville, MI 49418	
Designed By:	URS Corporation Great Lakes	
Engineer's Estimate:	\$734,509.50	

Description of Project:

1.460 miles of enhancement beautification, lighting and irrigation on M-45 from 48th Avenue easterly to the Grand River in Allendale Township, Ottawa County.

Administrative Board Approval Date:	April 1, 2003	
Contract Date:	April 6, 2003	
Original Contract Amount:	\$680,763.15	
Total of Overruns/Changes (Approved to Date):	(5,906.74)	- 0.87%
Total of Extras/Adjustments (Approved to Date):	40,271.75	+ 5.92%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>13,122.00</u>	<u>+ 1.93%</u>
Revised Total	<u>\$728,250.16</u>	+ 6.98%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 5.05% over the original budget for an **Authorized to Date Amount** of \$715,128.16.

Approval of this extra will place the authorized status of the contract 6.98% or \$47,487.01 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 3

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

Conduit, Directional Bore, 4 inch	972.000 Ft @ \$13.50/Ft	<u>\$13,122.00</u>
Total		<u>\$13,122.00</u>

Reason(s) for Extra(s)/Adjustment(s):

The extra work item Conduit, Directional Bore, 4 inch was established on a previous contract modification. This increase will adjust the previously authorized quantity to the current as-constructed quantity.

The contractor was directed to directional bore 4 inch conduits under side streets and driveways for placement of irrigation lines. This extra work is 100 percent funded by the local agency. The extra cost for Conduit, Directional Bore, 4 inch was negotiated per Section 103.04 of the Interim 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar work in MDOT's Average Unit Price Index.

Section 103.04 – EXTRA WORK – of the Interim 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra is recommended for approval by the State Administrative Board.

Purpose/Business Case: These extra items were essential to the safe and timely completion of this contract.

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source: FHWA, 40.53%; Allendale Township, 59.47%.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: These items were required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Code: 49401.

51. **Extra 2006-61**

Control Section/Job Number: 82122-45705A MDOT Project

State Administrative Board - This project exceeds the 6% Ad Board limit for reviewing extras.

State Transportation Commission - Does not meet criteria.

Contractor: Dan's Excavating, Inc.
12955 23 Mile Road
Shelby Twp., MI 48315

Designed By: Wade-Trim/Associates, Inc.
Engineer's Estimate: \$58,798,591.39

Description of Project:

4.94 miles of road reconstruction on I-96, US-24 (2 locations), and on Old US-24, and superstructure replacements, deck replacements, and bridge rehabilitations on 20 bridges on I-96 at various locations in the city of Detroit, Redford Township, Wayne County.

Administrative Board Approval Date:	October 7, 2003	
Contract Date:	October 8, 2003	
Original Contract Amount:	\$59,580,090.85	
Total of Overruns/Changes (Approved to Date):	5,075,374.93	+ 8.52%
Total of Extras/Adjustments (Approved to Date):	5,801,746.90	+ 9.74%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>4,107.60</u>	<u>+ 0.01%</u>
Revised Total	<u>\$70,461,320.28</u>	+ 18.27%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 18.26% over the original budget for an **Authorized to Date Amount** of \$70,457,212.68.

Approval of this extra will place the authorized status of the contract 18.27% or \$10,881,229.43 over the **Original Contract Amount**.

Extras Previously Approved by State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2004 - 55	11 r. 1, 12 r. 1, 17 r. 3	\$458,943.85	08/03/04
2004 - 90	42 r. 2, 56 r. 4	\$1,828,241.86	12/07/04
2005 - 28	55 r. 2, 57 r. 1, 60 r. 1, 63, 65, 66, 67, 72 r. 1, 74	\$1,921,668.55	03/01/05
2005 - 34	73 r. 2, 77, 78	\$31,194.08	04/05/05
2005 - 48	80	\$10,000.00	04/19/05
2005 - 86	75, 79, 87, 88 r. 1	\$82,393.90	08/02/05
2005 -125	52 r. 1, 93, 96, 97, 102	\$61,218.03	11/01/05
2005 -145	100	\$11,579.81	12/06/05
2006 - 15	58 r. 1, 105, 106	\$499,246.46	02/07/06
2006 - 23	104 r. 1, 109	\$137,364.31	03/07/06

Contract Modification Number(s): 111

These contract modifications request payment for the following Extra(s)/Adjustment(s) to the contract:

Cable Arm & Stanchions	<u>\$4,107.60</u>
Total	<u>\$4,107.60</u>

Reason(s) for Extra(s)/Adjustment(s):

The contractor was directed to install 32 cable arms and 8 stanchions in two manholes on the Virgil Street bridge. The cable arms and stanchions are required per Detroit Public Lighting Department standards, but were omitted from the project plans. The cable arms and stanchions provide mounting racks so cables and wires are elevated above potential water in the manholes. The extra cost for Cable Arm & Stanchions was negotiated per Section 103.04 of the Interim 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with engineer daily field records and similar costs on projects in the region.

Section 103.04 – EXTRA WORK – of the Interim 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra is recommended for approval by the State Administrative Board.

Purpose/Business Case: These extra items were essential to the safe and timely completion of this contract.

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source: FHWA, 87.37%; State Restricted Trunkline, 11.69%; City of Detroit, 0.94%.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: These items were required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Code: 48223.

OVERRUNS

52. Overrun 2006 - 21

Control Section/Job Number:	10031-48517	MDOT Project
State Administrative Board -	This project exceeds the 10% Ad Board limit for reviewing overruns.	
State Transportation Commission -	Does not meet criteria.	
Contractor:	Elmer's Crane & Dozer, Inc. 3600 Rennie School Road Traverse City, MI 49696	
Designed By:	MDOT	
Engineer's Estimate:	\$2,905,633.62	

Description of Project:

5.76 miles of cold milling, rubblizing, crushing and shaping, and reconstructing designated pavement sections, curb and gutter with storm sewer, guardrail upgrading and minor drainage work on US-31 from the south Benzie county line north to the Betsie River, in Joyfield and Benzonia Townships, Benzie County.

Administrative Board Approval Date:	May 6, 2003	
Contract Date:	July 21, 2003	
Original Contract Amount:	\$3,071,295.88	
Total of Overruns/Changes (Approved to Date):	307,129.59	+ 10.00%
Total of Extras/Adjustments (Approved to Date):	21,890.25	+ 0.71%
Total of Negative Adjustments (Approved to Date):	(101,932.51)	- 3.32%
THIS REQUEST	<u>14,368.82</u>	+ <u>0.47%</u>
Revised Total	<u>\$3,312,752.03</u>	+ 7.86%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 7.39% over the original budget for an **Authorized to Date Amount** of \$3,298,383.21.

Approval of this overrun will place the authorized status of the contract 7.86% or \$241,456.15 over the **Original Contract Amount**.

Overruns Previously Approved by the State Administrative Board: None

This request allows payment for the following increases to the contract:

Steel, Hand Pick	1,796.102 Lb @ \$8.00/Lb	<u>\$14,368.82</u>
Total		<u>\$14,368.82</u>

Reason(s) for Overrun(s):

The project specifications required the cold milling of the top two inches of an existing concrete widening section. The concrete section varied from two to three feet in width, and contained up to three rows of reinforcing steel. The existing records of this pavement section did not show the correct vertical location of the reinforcing steel. The reinforcing steel was not anticipated to be heavily encountered at this depth during construction and the original bid quantity was estimated low by project design staff. The reinforcing steel was discovered to be only two inches below the surface of the concrete widening and as the reinforcing steel was exposed, it became wrapped around the drum of the cold milling machine. The steel was required to be removed as it was exposed and the removal work led to an overrun in the original contract pay item Steel, Hand Pick. The overrun cost is computed by calculating the contract bid price with the necessary quantity.

This Overrun is recommended for approval by the State Administrative Board.

Purpose/Business Case: This request is to compensate the contractor for the additional quantities of original contract items.

Benefit: The public benefits from the project being constructed to the published standards.

Funding Source: FHWA, 80%; State Restricted Trunkline, 20%.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: The risk associated with not doing this work is that the motoring public will be driving on substandard roadway facilities.

Cost Reduction: The price has been fixed by contract.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Codes: 49616.

53. **Overrun 2006 - 22**

Control Section/Job Number: 63132-79761 MDOT Project

State Administrative Board - This project exceeds the 10% Ad Board limit for reviewing overruns.

State Transportation Commission - Does not meet criteria.

Contractor: Six-S, Inc.
2210 Scott Lake Rd.
Waterford, MI 48328

Designed By: MDOT
Engineer's Estimate: \$307,135.02

Description of Project:

0.818 miles of concrete pavement restoration including concrete patching, intermediate surface repair, joint resealing and concrete joint repair on M-150 from Avon Road to 2nd Street in the cities of Rochester Hills and Rochester, Oakland County.

Administrative Board Approval Date:	June 7, 2005	
Contract Date:	June 14, 2005	
Original Contract Amount:	\$240,820.61	
Total of Overruns/Changes (Approved to Date):	24,082.06	+ 10.00%
Total of Extras/Adjustments (Approved to Date):	1,817.40	+ 0.75%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>6,373.36</u>	+ <u>2.65%</u>
Revised Total	<u>\$273,093.43</u>	+ 13.40%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 10.75% over the original budget for an **Authorized to Date Amount** of \$266,720.07.

Approval of this overrun will place the authorized status of the contract 13.40% or \$32,272.82 over the **Original Contract Amount**.

Overruns Previously Approved by the State Administrative Board: None

This request allows payment for the following increases to the contract:

Pavt Repr, Reinf Conc, 10 inch	119.017/Syd @ \$53.55/Syd	<u>\$6,373.36</u>
Total		<u>\$6,373.36</u>

Reason(s) for Overrun(s):

After the winter season, the condition of the pavement had deteriorated more than expected. Additional concrete pavement repairs were necessary to complete project work per the plans and specifications. This caused an overrun in the original bid item Pavt Repr, Reinf Conc, 10 inch.

The work item, Pavt Repr, Reinf Conc, 10 inch, is an original contract pay item. The overrun cost is computed by calculating the contract bid price with the necessary quantity.

This Overrun is recommended for approval by the State Administrative Board.

Purpose/Business Case: This request is to compensate the contractor for the additional quantities of original contract items.

Benefit: The public benefits from the project being constructed to the published standards.

Funding Source: FHWA, 81.85%; State Restricted Trunkline, 18.15%.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: The risk associated with not doing this work is that the motoring public will be driving on substandard roadway facilities.

Cost Reduction: The price has been fixed by contract.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Codes: 48307, 48309.

54. **Overrun 2006 - 23**

Control Section/Job Number:	84911-79996	MDOT Project
State Administrative Board -	This project exceeds the 10% Ad Board limit for reviewing overruns.	
State Transportation Commission -	Does not meet criteria.	
Contractor:	Clark Highway Services, Inc. 5743 W. Kelly Road Lake City, MI 49651	
Designed By:	MDOT	
Engineer's Estimate:	\$1,133,496.27	

Description of Project:

Application of permanent pavement markings including longitudinal and special markings on various state trunkline routes in Alger, Baraga, Chippewa, Delta, Dickinson, Gogebic, Houghton, Iron, Keweenaw, Luce, Mackinac, Marquette, Menominee, Ontonagon, and Schoolcraft Counties.

Administrative Board Approval Date:	March 1, 2005	
Contract Date:	March 18, 2005	
Original Contract Amount:	\$1,335,389.66	
Total of Overruns/Changes (Approved to Date):	133,538.97	+ 10.00%
Total of Extras/Adjustments (Approved to Date):	31,399.83	+ 2.35%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>17,348.44</u>	+ <u>1.30%</u>
Revised Total	<u>\$1,517,676.90</u>	+ 13.65%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 12.35% over the original budget for an **Authorized to Date Amount** of \$1,500,328.46.

Approval of this overrun will place the authorized status of the contract 13.65% or \$182,287.24 over the **Original Contract Amount**.

Overruns Previously Approved by the State Administrative Board: None

This request allows payment for the following increases to the contract:

Incentive	<u>\$17,348.44</u>
Total	<u>\$17,348.44</u>

Reason(s) for Overrun(s):

The original contract dollar amount for Incentive was estimated during the design phase. The contract dollar amount for Incentive was increased after the receipt of the pavement marking retro-reflectivity report. The contract Special Provision for Waterborne and Sprayable Thermoplastic Pavement Marking-Adjusted Payment requires incentive payment to the contractor for placement of pavement markings that exceed thresholds of retro-reflectivity. Several pavement marking areas exceeded the contract thresholds for retro-reflectivity and the dollar amount for Incentive was increased to match the incentive amount as specified in the special provision described above. This caused an increase in the original bid item Incentive.

This Overrun is recommended for approval by the State Administrative Board.

Purpose/Business Case: This request is to compensate the contractor for the additional quantities of original contract items.

Benefit: The public benefits from the project being constructed to the published standards.

Funding Source: FHWA, 100%.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: The risk associated with not doing this work is that the motoring public will be driving on substandard roadway facilities.

Cost Reduction: The price has been fixed by contract.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Codes: 49829.

55. **Overrun 2006 - 24**

Control Section/Job Number: 33555-74627 Local Agency Project

State Administrative Board - This project exceeds the 10% Ad Board limit for reviewing overruns.

State Transportation Commission - Does not meet criteria.

Contractor: Aggregate Industries-Central Region
911 Hatfield Avenue
Kalamazoo, MI 49001

Designed By: Local Agency
Engineer's Estimate: \$819,744.15

Description of Project:

4.01 miles of road rehabilitation and widening, including grading, minor drainage improvements, curb and gutter, hot mix asphalt paving, pavement marking and slope restoration on Aurelius Road from Barnes Road to Columbia Road, Ingham County.

Administrative Board Approval Date:	August 2, 2005	
Contract Date:	August 16, 2005	
Original Contract Amount:	\$848,084.09	
Total of Overruns/Changes (Approved to Date):	84,808.41	+ 10.00%
Total of Extras/Adjustments (Approved to Date):	0.00	+ 0.00%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>29,031.94</u>	+ <u>3.42%</u>
Revised Total	<u>\$961,924.44</u>	+ 13.42%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 10.00% over the original budget for an **Authorized to Date Amount** of \$932,892.50.

Approval of this overrun will place the authorized status of the contract 13.42% or \$113,840.35 over the **Original Contract Amount**.

Overruns Previously Approved by the State Administrative Board: None

This request allows payment for the following increases to the contract:

Cold Milling HMA Surface	1,887.06 Syd @ \$6.00/Syd	\$11,322.36
Slope Restoration	10,356.48 Syd @ \$1.71/Syd	<u>17,709.58</u>
Total		<u>\$29,031.94</u>

Reason(s) for Overrun(s):

The project plans depict cold milling the existing pavement in several areas. After commencement of construction operations, it was decided to cold mill the entire roadway surface in the curb and gutter sections to properly address the roadway grade problems in these areas. These led to an overrun in the original bid item Cold Milling HMA Surface.

The original quantity for slope restoration was miscalculated during the design phase. Additional quantities were necessary to build the project per the plans and specifications. This led to an overrun in the original bid item Slope Restoration.

Each work item is an original contract pay item. The overrun costs are computed by calculating the contract bid prices with the necessary quantity.

This Overrun is recommended for approval by the State Administrative Board.

Purpose/Business Case: This request is to compensate the contractor for the additional quantities of original contract items.

Benefit: The public benefits from the project being constructed to the published standards.

Funding Source: FHWA, 52.34%; State Restricted Trunkline Funds, 26.67%; Ingham County, 20.99%.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: The risk associated with not doing this work is that the motoring public will be driving on substandard roadway facilities.

Cost Reduction: The price has been fixed by contract.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Codes: 48854.

In accordance with MDOT's policies and procedures and subject to concurrence by the Federal Highway Administration, the preparation and award of the appropriate documents approved by the Attorney General, and compliance with all legal and fiscal requirements, the Director recommends for approval by the State Administrative Board the items on this agenda.

The approval by the State Administrative Board of these contracts does not constitute the award of same. The award of contracts shall be made at the discretion of the Director-Department of Transportation when the aforementioned requirements have been met. Subject to exercise of that discretion, I approve the contracts described in this agenda and authorize their award by the responsible management staff of MDOT to the extent authorized by, and in accordance with, the December 14, 1983, resolution of the State Transportation Commission and the Director's delegation memorandum of March 30, 2006.

Respectfully submitted,

Kirk T. Steudle
Director

SUPPLEMENTAL AGENDA

DEPARTMENT OF TRANSPORTATION

TRANSPORTATION and NATURAL RESOURCES COMMITTEE STATE ADMINISTRATIVE BOARD

T&NR Meeting: May 10, 2006– Lake Superior Room,
1st Floor, Michigan Library and Historical Center, 3:30 PM
State Administrative Board Meeting: May 16, 2006 – Lake Ontario Room,
3rd Floor, Michigan Library and Historical Center, 11:00 AM

CONTRACT

1. *HIGHWAYS - Engineering Review Services

Contract (2006-0385) between MDOT and Midwestern Consulting, LLC, will provide for professional engineering review services to assist the Department of the Attorney General, on an as-needed basis, including high definition survey services on I-94 in Sterling Heights, Macomb County, to address the recent discovery of surface drainage issues and prevent potential accidents. The work items include performing high definition surveys, processing the data, and producing a spatial model, as well as potentially providing claims review services and pre-trial preparation, compiling information, and serving as an expert witness in deposition and/or in court. The contract will be in effect from the date of award through May 31, 2009. The maximum contract amount will be \$327,115.77. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Purpose/Business Case: To provide for professional engineering review services to assist the Department of the Attorney General, on an as-needed basis, including high definition survey services on I-94 in Sterling Heights, Macomb County, to address the recent discovery of surface drainage issues and prevent potential accidents. The work items include performing high definition surveys, processing the data, and producing a spatial model, as well as potentially providing claims review services and pre-trial preparation, compiling information, and serving as an expert witness in deposition and/or in court.

Benefit: Will allow MDOT to immediately address significant problems with the recent construction of the roadway.

Funding Source: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: Without the consultant contract, MDOT would not be able to address the problems in a timely manner.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48310.

In accordance with MDOT's policies and procedures and subject to concurrence by the Federal Highway Administration, the preparation and award of the appropriate documents approved by the Attorney General, and compliance with all legal and fiscal requirements, the Director recommends for approval by the State Administrative Board the item on this agenda.

The approval by the State Administrative Board of this contract does not constitute the award of same. The award of contracts shall be made at the discretion of the Director-Department of Transportation when the aforementioned requirements have been met. Subject to exercise of that discretion, I approve the contract described in this agenda and authorize its award by the responsible management staff of MDOT to the extent authorized by, and in accordance with, the December 14, 1983, resolution of the State Transportation Commission and the Director's delegation memorandum of March 30, 2006.

Respectfully submitted,

Kirk T. Steudle
Director